



St Silas Church of England Primary School
Liverpool Primary School Investment Plan

Transport Statement

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1.0 INTRODUCTION

1.1 *Background*

St Silas Church of England Primary School is a Voluntary Controlled 1 Form of Entry (FE) primary school that currently caters for a maximum of 210 pupils aged 4 to 11 in the Toxteth area of Liverpool. The school caters for 30 children in each of the 7 year groups and also has a Nursery and a Pre-Nursery which cater for 47 children. The school educates children in Reception, Year 1 and Year 2 in one single-storey building. Nursery and Pre-Nursery children are also based in this building. Children in Years 3 to 7 are educated in one two-storey building which is linked to the single storey, (infant) building. The school also benefits from existing temporary accommodation, (not directly linked to the main building accommodation) which provides two classrooms in addition to the main building teaching accommodation. This temporary accommodation is in the form of a “mobile classroom”, (portable cabin-type accommodation).

The Toxteth residential area in which the school is located lies to the immediate south of Liverpool City Centre. The area is predicted to have a shortfall in primary school places over the medium to long term. For entry into Reception in September 2014 the school received 54 applications for 30 places. The number of applications to the school has remained at this level for 2015, with 56 applications, (26 of which were first preferences).

St Silas Church of England Primary School has been included within the Liverpool Primary School Investment Plan, which will deliver new high quality *primary* school places to meet rising demand in some areas of Liverpool. It is planned to increase the size of St Silas to enable the school to admit 1.5 forms of entry (i.e. 45 pupils) into Reception each year, from September 2015. The school will continue to admit 1.5 forms of entry into Reception each year and will reach a maximum capacity of 315 pupils by September 2021. The Nursery and Pre-Nursery will continue to accommodate circa 45 to 50 pupils.

In order to facilitate the additional pupil numbers in future years, Liverpool City Council is procuring a modest building project to improve the school building infrastructure. The existing two-classroom temporary accommodation block is now beyond its serviceable life and is not fit for the purpose of providing a first class primary education environment. It is proposed to replace this temporary accommodation with permanent two-classroom accommodation, (on almost a like for like basis). In addition, a small extension to the existing Assembly Hall, (circa 45m² in addition to the existing 193m²) will ensure that the school can gather all the pupils in one place for assemblies and other joint activities. The existing staff rooms, kitchen and server area, and all other existing facilities will be unaffected by the building works.

The school currently employs 40 staff, (including cleaning and catering staff) but does not have on-site car parking facilities. It is anticipated that staffing levels will increase to a maximum of 49 as a result of the school expansion. The staff that drive to work currently park on the highway, close to the school.

The school has a very local catchment of pupils and the modest expansion of the school is supported by the development of a new School Travel Plan and Transport Statement to improve travel by sustainable modes and minimise any impacts on the local highway network.

This Transport Statement has been prepared on behalf of Kier, who are the Design & Build Contractor for the redevelopment project, as part of the documentation required for the full planning application for the scheme. This Transport Statement briefly assesses the existing conditions for the site, reviews the accessibility of the site in terms of sustainable modes of travel, assesses the highways and transportation elements of the school expansion project and identifies any net traffic related impacts as a result of the scheme, along with any required mitigation measures.

This Transport Statement should be read in conjunction with the School Travel Plan, which sets out the policies for ensuring safe and sustainable travel methods, based on detailed survey information of how students and staff members currently travel to school. The Travel Plan sets targets for improving travel by sustainable modes, and recommends an implementation and monitoring strategy.

1.2 Scope and Structure of the Transport Statement

The project involves a modest and gradual increase in total pupil numbers at St Silas CoE Primary School with no changes to the pedestrian access arrangements to the school site. Following pre-planning application discussions with the Planning Authority, a separate meeting was held with Officers from the Highways Development Control Team at Liverpool City Council to determine the scope of this Transport Statement. The details of the discussion were captured in the *Scoping Note* included as *Appendix A* of this report. In summary, it was agreed that a Transport Statement, a Minimum Accessibility Standard Assessment (MASA) and a new School Travel Plan would be required to support the detailed planning application. It was also agreed that observational surveys would be undertaken at the existing school pedestrian entrance on High Park Street, to observe and quantify existing traffic movements associated with school drop-off / pick-up. This information will provide the basis for assessing the impacts that the expansion of the school will have on the adjacent highway network.

This Transport Statement follows national guidance on the preparation of Transport Assessments and Transport Statements and sets out the findings in a logical manner, as follows;

- Section 2 sets out the location of the site and the existing transport situation;
- Section 3 describes the development proposals and recommended access strategy, and comments upon any potential changes to traffic flows;
- Section 4 analyses the road traffic accident data in the vicinity of the site; and
- Section 5 contains a summary of the assessment findings and conclusions.

1.3 Policy Context

This Transport Statement has been developed in accordance with all relevant National, Regional and Local Policy documentation, with a particular focus on increasing travel by sustainable means. The relevant policy documents reviewed as part of this project include:

- *The Future of Transport – A Network for 2030;*
- *Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen;*
- *The National Planning Policy Framework*

- *Merseyside's Third Local Transport Plan 2011-12 to 2015-16;*
- *Liverpool Unitary Development Plan and Local Plan;*
- *Ensuring a Choice of Travel – LCC Supplementary Planning Document; and*
- *Merseyside Active Travel Strategy.*

2.0 EXISTING SITUATION

2.1 Site Location and Existing Use

St Silas Church of England Primary School is located in the Toxteth area of Liverpool, which is primarily residential in nature and characterised by terraced housing. The school is located approximately 2.5km to the south-east of Liverpool City Centre and within 1km of Liverpool's Sefton Park. The site contains single and two storey buildings with a variety of external play spaces all contained within one secure area. The school site is directly bounded by residential properties on its north-east side and on part of its south-west side. The north-west, south-east and part of the south-west sides of the school grounds front directly onto the adjacent highways of the area. The south-west corner of the school grounds overlook Admiral Street Police Station, which is on the opposite corner of the junction of High Park Street and Admiral Street. Pedestrian access into the school grounds is available from High Park Street, on the north-west side of the school grounds

The immediate area adjacent to the school is often referred to locally to as “the Welsh Streets”, (after the street names of the area) and is the subject of long-established regeneration plans held by Liverpool City Council. Under a previous government initiative the area was earmarked for *Housing Market Renewal Initiative* funding, which was subsequently withdrawn. The area continues to be a high priority regeneration area for Liverpool City Council. The site location and its context to Liverpool City Centre is shown in Figure 2-1 below.



The school day starts at 08:45 and ends at 15:15 for all pupils in Key Stages 1 and 2, and for the Nursery and Pre-Nursery. A free breakfast club is available to all pupils from 07:30 each day and there are a range of formal after-school activities each day between 15:15 and 16:15. Circa 60 children, (approximately 25% of all children at the school) are known to attend both of these clubs each day.

2.2 *Air Quality and Conservation Status*

Local Authorities have been required to monitor ground air pollution for pollutants harmful to human health since 1997. Where contaminants exceed published thresholds, Local Authorities are required to implement mitigation measures to improve air quality and protect the health of their citizens.

Liverpool City Council designated a city wide Air Quality Management Area (AQMA) in 2008, in response to identified exceedances of the nitrogen dioxide (NO_x) annual mean objective. This designation requires Liverpool City Council to prepare and maintain an Air Quality Action Plan (AQAP). The objectives of the AQMA and the AQAP are to:

- Improve and protect ambient air quality;
- Adopt measures to achieve cleaner air; and
- Establish health based standards for air pollutants known to severely harm human health.

The Local Transport Plan for Merseyside (LTP3) sets out a range of targets and scenarios for reducing harmful emissions and acknowledges that transport is the dominant contributor to air pollution. The LTP3 classifies some of the major road corridors in Liverpool according to the distribution of air pollution.

The LTP3 forecasts changes in harmful emissions on the basis of a Do Minimum scenario and the implementation of the Final Strategy. This modelling shows a 77% reduction in Nitrogen Oxides (NO_x), a 6% reduction in Particulate Matter (PM₁₀) and no change to Carbon Dioxide (CO₂) emissions between 2008 and 2024 on implementation of the Final Strategy. These changes to emissions take account of increases in car ownership and are mainly affected by advancements to cleaner engine technology.

St Silas Church of England Primary School is an existing school with a very local catchment. The modest expansion project is accompanied by the improvement of on-site cycle and scooter parking and the development of a new School Travel Plan. Up to date Travel Surveys for students have been carried out and the new School Travel Plan has been prepared with specific measures and targets to further encourage sustainable travel modes. As described in Section 3 of this Transport Assessment, the modest expansion of the school will have a minor effect on traffic levels on the surrounding highway network and a negligible effect upon strategic routes, which does not warrant a separate Air Quality Assessment.

The site is not located in a Conservation Area, (the nearest is the Princes Park Conservation area approximately 100m to the east of the school) and contains no listed buildings.

2.3 The Highway Network

St Silas School is located approximately 400m north-west of the A561, (Park Road) which carries up to 14,000 vehicles per day between south Liverpool and Liverpool City Centre. The A561 connects to the A562 (Upper Parliament Street) which is part of the Liverpool Inner Ring Road. This in turn connects to the A5058 (Queens Drive) which leads onto the M62 motorway, (and the wider motorway network) at *The Rocket* junction. Approximately 500m to the north-west of the school is the B5175 Princes Road. This dual carriageway runs parallel to the A561 and is a significant local distributor road running through the centre of the Toxteth area and connecting to the A562 (Upper Parliament Street). Both Park Road and Princes Road are on well used bus routes. Figure 2-2 below shows the school in the context of the local highway network.



Figure 2-2: Adjacent Highway Network

The most significant road immediately adjacent to the school is High Park Street, (see photograph 1 below) which connects the A561 Park Road with Princes Road. The carriageway of High Park Street is 11.3m in width; which is unusually wide for a residential street and gives some indication that the street may have had a more significant role in the past. The footways on either side of High Park Street are at least 3.5m wide, and although they do not benefit from tactile paving at junctions, the kerb has been lowered in the majority of these locations

to aid the passage of wheelchairs and pushchairs. Both the footways and the carriageways of High Park Street are in good condition and are fit for purpose. The road is lit during the hours of darkness and is the subject of a 20mph speed limit along its entire length, although it does not benefit from any physical traffic calming measures to reduce vehicle speeds. The pedestrian entrance into the school grounds is located on High Park Street, and the carriageway is delineated with a “School Keep Clear” road marking at the school entrance which is in good repair.



Photograph 1 – High Park Street immediately adjacent to the school, showing the main student entrance into the school grounds.

Admiral Street is also a significant distributor road which runs adjacent to the south-west of the school grounds. The carriageway of Admiral Street is 9.7m in width as it passes the school; which is also unusually wide for a residential street and indicates that this street also may have had a more significant role in the past, (see photograph 2 below). The footways on either side of Admiral Street are at least 3.7m wide, and as with High Park Street, although they do not benefit from tactile paving at junctions, the kerb has been lowered in the majority of these locations to aid the passage of wheelchairs and pushchairs. Both the footways and the carriageways of Admiral Street are in good condition, are fit for purpose and benefit from street lighting during the hours of darkness. It is the subject of a 20mph speed limit along its entire length, although it does not benefit from any physical traffic calming measures to reduce vehicle speeds. National Cycle Route 56 runs along Admiral Street and provides a good quality cycle route between Toxteth and the City Centre.



Photograph 2 – Admiral Street, viewing towards the school on the right hand side beyond the houses.

Gwydir Street is entirely residential, (serving existing terraced housing) and runs to the north-east of the school. It is the subject of a 20mph speed limit, has a 6.3m wide carriageway with 3.4m wide footways which are fit for purpose and street lighting which is affixed to the existing residential properties. It does not directly serve the school and would not be accessed by the majority of pedestrians walking to the school. It is used by delivery/refuse vehicles accessing/egressing the school's service area.



Photograph 3 – Gwydir Street

Pengwern Street runs along the south-east side of the school and provides emergency vehicular access into the school grounds at present. It also provides access to the existing refuse storage area at the school, with refuse collections being made from the kerbside of Pengwern Street immediately adjacent to a gate into the refuse storage area. This gate also provides access directly to the school kitchen, for deliveries.

The carriageway of Pengwern Street is 8.5m wide, which provides more than adequate width at present for safe servicing of the school without adversely affecting traffic or residents on this road. The footways are 2.4m wide and are fit for purpose, and street lighting is provided by way of lighting columns. A separate pedestrian access into the school grounds is available from Pengwern Street, leading directly to the existing temporary classroom accommodation, although it is understood that this access is no longer in use.



Photograph 4 – Pengwern Street, showing the main emergency vehicle access into the school grounds.

An observational survey was undertaken on Wednesday 1st July 2015 at the entrance to the school grounds on High Park Street, to gain an understanding of the nature and extent of the “school drop-off” that occurs by car, and the general routes followed by those that walk to the school.

The majority of students that walked to the school came from the residential area to the north-west of the school. This is reinforced by information provided by Liverpool City Council regarding the home location of pupils at St Silas School, (see Catchment Plan in *Appendix B*).

All of the noted dropping off / picking up by car occurred on High Park Street with a minority of parents choosing to park in the side roads of Dovey Street and Tielo Street joining onto High Park Street close to the entrance to the school. The survey noted that no queueing occurred on the highway network in the immediate vicinity of the school grounds as a result of the school drop-off or pick-up.

In addition to the Observational Surveys, all staff and students at the school took part in a “Travel Survey” in June 2015, to establish the nature of their travel habits to and from the school. Although the response from staff was poor and did not yield representative results, the student response to this survey was good and produced representative data, (see *Appendix C*). For the purposes of assessing existing and future *staff* travel habits at the school it is considered appropriate to use similar data gathered from the nearby St Cleopas School in March 2015. St Cleopas is located approximately 1km away from St Silas School, is a similar size of primary school and is located in an area with a similar demographic to Toxteth, (Dingle). The Travel Survey Results for St Cleopas School are included as *Appendix D* to this report.

2.4 *Site Accessibility*

2.4.1 *Walking*

The site is located within a residential area that is predominantly comprised of local access and distributor roads. The footways on the roads in the immediate vicinity of the school site are in good condition and well in excess of 2 metres in width. The area generally lacks “tactile paving” at the desire line of pedestrian crossing points at junctions, but some attempt has been made in the past to lower the kerbs at these crossing points, to aid the passage of wheelchairs and pushchairs.

The school is located in the area known locally as the “welsh streets” which has been earmarked for extensive regeneration works including an upgrade of the existing housing stock for a number of years, (it is known that this regeneration project has recently stalled but remains a long term objective of the local authority). It is anticipated that the regeneration project would also include renewal and upgrade of the existing footways in the area, to bring them up to current standards.

The school catchment plan, (*Appendix B*) indicates that the vast majority of the pupils live within 1km of the school, and live to the immediate north of the school site. The majority of the students that walk to school therefore use High Park Street, or its associated side roads as their main route to and from the school. Photograph 1 (previous) shows that the footways and carriageways of High Park Street are wide, in good order and are fit for their current and future use.

Travel Surveys undertaken at the school reveal that 65% of pupils at the school walk there in the morning, and that 61% walk home in the afternoon, (see *Appendix C*). This figure is relatively high when compared to other primary schools across Liverpool, but correlates with a similar survey undertaken at St Cleopas School, (1km distant from St Silas) in March 2015 which revealed that 59% of students walked to school, (see *Appendix D*).

The main student entrance into the school grounds is located on High Park Street and leads into the school playground, from where the children are guided into the school buildings. This entrance benefits from pedestrian guardrailing on the footway immediately outside the

school gate, (see photograph 5). The carriageway is marked with an appropriate “School Keep Clear” road marking in this location, as a road safety measure. These school gates are only opened at 08:30 and are closed, promptly, at 08:45. Likewise, at the end of the school day, the school gates at 15:15 and closed promptly at 15:30.



Photograph 5 – Main Student Entrance into the School, via the playground.

Outside of these 15 minutes at each end of the day, all students are directed to use the Visitor and Staff Entrance into the school, which requires them to contact Reception before gaining access. The school can therefore effectively monitor their staff movements in and out of the school, and any students that arrive late for lessons. The Breakfast Club and After School Clubs are also required to use this entrance, which is also located on High Park Street, some 80m to the north of the main student access gates into the playground, (see photograph 6 below).



Photograph 6 – Staff and Visitor Entrance into the School, also used as out-of-hours access for the students.

A School Crossing Patrol currently operates on High Park Street, in the vicinity of the main school entrance. The Patrol Officer was observed to react to the demands of the school

pedestrian traffic in the morning – starting his shift at 08:15 close to the staff/visitor entrance, then moving closer to the main student entrance at 08:30, before relocating back to the staff/visitor entrance for the end of his shift. This was observed to work well, and he was in constant demand throughout his shift. Inconsiderate, (and illegal) parking by parents was observed on High Park Street, in close proximity to the junctions of Teilo Street and Dovey Street, which hampered the operation of the school crossing patrol.



Photograph 7 – School Crossing Patrol on High Park Street.

Although informed by Liverpool City Council prior to the Observational Surveys that a School Crossing Patrol also operated at the junction of Admiral Street / High Park Street, this Patrol was not present during surveys and the existing Patrol Officer on High Park Street confirmed that this patrol is no longer used. This junction benefits from *pedestrian refuge islands* on all arms of the junction and although no tactile paving is present, does benefit from dropped kerbs at pedestrian crossing points, (see photograph 8 below).



Photograph 8 – Admiral Street / High Park Street Junction showing pedestrian refuge islands.

Pengwern Street has four existing gates which could be used to gain access into the school grounds, but three of these accesses are not used at present, and one is used as the access for deliveries and refuse collections.

One of the accesses is signed to indicate it is no longer in use, (see photograph 9 below) and another is signed as being the “emergency vehicle access”, (see photograph 10 below). A third access could be used to gain direct access to the existing temporary mobile classroom without entering the school secure area. Although this access is not currently used, it is considered that at the time of installing the temporary mobile classroom, it was envisaged that this gate could be used by local residents to gain access to the mobile classroom for community use/events.



Photographs 9 & 10 – Unused accesses from Pengwern Street, including the current emergency vehicle access into the school.

2.4.2 Cycling

The school is well placed to take advantage of existing cycling infrastructure - National Cycle Route number 56 runs along Admiral Street, and connects Liverpool City Centre with the south Liverpool suburbs, and ultimately connects to the Trans Pennine Trail, (National Route 62). The route connects to the city centre by continuing along Admiral Street, Windsor Street and Hope Street before turning left onto Upper Duke Street and continuing into the city. To the south, the route passes through Princes Park and Sefton Park and connects well with the Wavertree, Mossley Hill and Aigburth areas. Signage is in place along the route and no obvious improvements are needed to it in the vicinity of the school. Figure 2-3 below shows the schools location in the context of National Cycle Route 56.

The school catchment plan, (*Appendix B*) shows that most pupils live to the immediate north of the school and the vast majority live within 1 kilometre of the school site. The local highways are particularly suitable for cycling and scooting, (very wide footways and carriageways) and do not require children to cross busy roads.

The school travel surveys reveal that 6% of pupils at the school currently ride either a bicycle or a scooter to school, and most of these will be accompanied by parents. The school currently

has 8 cycle parking spaces, which are under cover and securely locked away from the public. The cycle parking is located close to the Staff/Visitor entrance into the school, and during a site visit in July 2015 was observed to be over-capacity. It is reasonably well located for children accessing the school grounds via the main pedestrian gate, (children have to access the cycle parking area via the staffed entrance into the school grounds, allowing permanent access via intercom to the secure area).

Cycling and scooting is a particularly popular and suitable means for pupils to travel to St Silas Primary School and facilities will be improved to further increase the cycling and scooting rates.

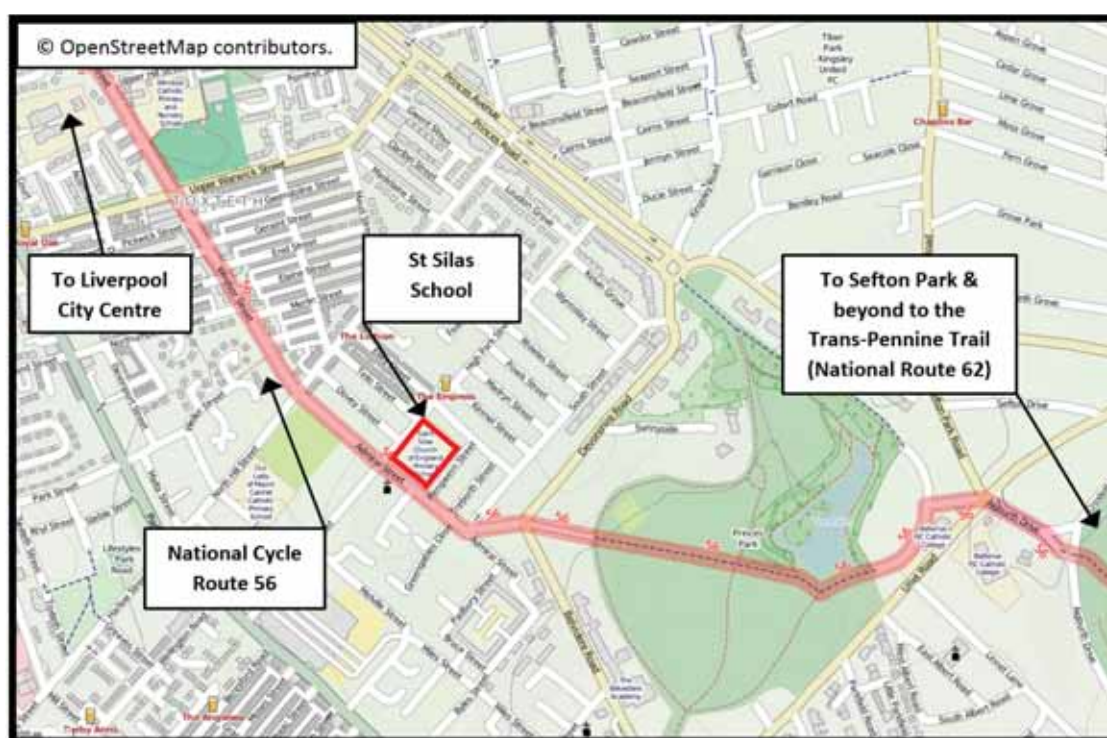


Figure 2-3: National Cycle Route 56 in the vicinity of the school.



Photographs 11 & 12 – Existing Cycle Parking at St Silas Primary School

2.4.3 Bus

The site is well served by the existing bus network, however the travel survey undertaken in June 2015 reveals that only one pupil currently travels to school by bus. This is consistent with the very local catchment for the school with the vast majority pupils living within 1 kilometre of the school site, (and most living within 600m). Although staff travel surveys at the school did not produce representative results, the school travel survey for St Cleopas School nearby indicates that only 1 staff member would currently travel to school by bus.

The nearest bus stops to the school are located on Park Road, (the A561) and on Princes Road, (the B5175). These roads are located at either end of High Park Street, and their locations are indicated on Figure 2-1 (previous). The bus stops on Park Road are located approximately 475m from the school entrance and are identified in photographs 13 and 14 below.



Photographs 13 & 14 – Park Road Bus Stops – circa 475m from the school.

The main bus service which utilises these stops is the number 82, which runs between Liverpool City Centre and Liverpool South Parkway train station. The number 82 bus operates at a frequency of 6 buses per hour, in each direction and takes approximately 15 minutes to travel to South Parkway train station, and 20 minutes to travel to the Liverpool One bus station. In addition to the number 82 service, the 82D service operates on the same route, but continues beyond South Parkway train station, into Speke, (taking 15 minutes more to make this journey) and also runs at a frequency of 6 services per hour.

The number 202/204 bus service also operates from the Park Road bus stops and runs between the Dingle area of Liverpool, and the three of Liverpool's hospitals, (Liverpool Women's Hospital, Broadgreen Hospital and Alder Hey Children's Hospital). The service runs every 30 minutes in each direction. The C4/C5 service operates on a circular route at a frequency of every 30 minutes in each direction taking in Liverpool City Centre and the areas of Toxteth, Dingle, and Edge Hill and also utilises the bus stops on Park Road.

The bus services and their frequencies operating via the Park Road bus stops are summarised in Table 2-1 below.

Bus Service	Areas Served	Weekday Frequency
82 / 82D	Liverpool City Centre, Toxteth, Aigburth, Garston. Liverpool South Parkway, Speke	Every 10 minutes in each direction.
202/204	Dingle, Toxteth, Liverpool Women's Hospital, Wavertree, Old Swan, Broadgreen Hospital, Knotty Ash, Alder Hey Children's Hospital	Every 30 minutes in each direction.
C4 (clockwise) / C5 (anti-clockwise)	Dingle Mount, Brunswick Train Station, Kings Parade, Liverpool City Centre, Toxteth	Every 30 minutes in each direction.

Table 2-1 – Buses serving the Park Road Bus Stops

The bus stops on Princes Road are located approximately 550m from the school entrance and are shown in photographs 15 and 16 below.



Photographs 15 & 16 – Princes Road Bus Stops – circa 550m from the school.

The number 80 bus services utilise the Princes Road bus stops and run between Liverpool City Centre and Speke, taking in the areas of Toxteth, Allerton and the train station at Liverpool South Parkway. The number 80 bus operates at a frequency of 2 buses per hour, in each direction and takes approximately 40 minutes to travel to Speke, and 10 minutes to travel to the Liverpool One bus station. This service has a sister service, (the 80A) which runs between Liverpool City Centre and John Lennon Airport, also at a frequency of 2 services each hour in each direction.

In addition to the number 80 service, the 26/27 service operates from the Princes Road bus stops on a circular route, taking in the areas of Toxteth, Edge Hill, Kensington, Anfield, Everton, Kirkdale on its way to Liverpool City Centre. This service operates at a frequency of 6 services per hour in each direction.

The number 75 bus operates from the Princes Road bus stops at a frequency of 6 buses per hour in each direction between Liverpool City Centre and the Halewood area of Liverpool, passing through the areas of Wavertree, Allerton and Woolton before terminating at Halewood.

Bus Service	Areas Served	Weekday Frequency
80/80A	Liverpool Airport / Speke, Liverpool South Parkway train station, Allerton, Toxteth, Liverpool One Bus Station	Every 30 minutes in each direction.
26/27	Toxteth, Edge Hill, Kensington, Anfield, Everton, Kirkdale, Liverpool One Bus Station	Every 10 minutes in each direction.
75	Halewood, Woolton, Allerton, Wavertree, Toxteth, Liverpool One Bus Station	Every 10 minutes in each direction.

Table 2-2 – Buses serving the Princes Road Bus Stops

In summary, although the bus nearest bus stops to the school are located circa 500m away, St Silas school is very well served by bus services operating at high frequency between Liverpool City Centre and the various districts in south Liverpool.

2.4.4 Rail

Brunswick railway station is approximately 1.2km from the school site; however this is beyond the home addresses of most pupils, given the very local catchment of the school. The school travel survey identified that no pupils currently travel to school by train, and it is thought that no staff currently working at the school travel by train. Brunswick railway station is on the Merseyrail Northern Line with services approximately every 15 minutes serving stations between Hunts Cross and Liverpool City Centre with onward connections towards Southport, Ormskirk and Kirkby, as well as interchange with other Wirral Line and City Line services.

2.4.5 Private Vehicle, Servicing & Emergency Vehicle Access, and Parking Strategy

The school does not have any on site facility for staff car parking, and during site observations on 1st July 2015 those staff that drove to the school were observed to park at the kerbside on High Park Street, with some staff parking in the side roads of Tielo Street and Dovey Street, and the possibility that some park on Admiral Street, (close to the existing Police Station). No staff car parking was observed on Pengwern Street or Gwydir Street. Staff Travel Surveys undertaken at the school did not provide meaningful data upon which to base an accurate assessment of the numbers of staff that currently drive to the school each day, but a similar survey undertaken on staff at St Cleopas School in March 2015 is considered to provide representative data, (St Cleopas is a very similar school, in the Dingle area, located approximately 1km from St Silas). The survey results are included as *Appendix D* and indicate that 52% of staff drive to the school each day. At St Silas School this would represent 21 staff, and this number of vehicles broadly correlates, (conservatively) with the observations undertaken on 1st July. The highways in the immediate vicinity of the school are much underused for their size and are easily able to accommodate the parking of 21 vehicles at the

kerbside without adversely affecting traffic flows in the area. The carriageway of High Park Street is 11.3m wide and can therefore accommodate parked vehicles on either side of the road without affecting two-way traffic flow. During site observations, some parking was observed to be taking place inconsiderately, (and even illegally) in close proximity to the school entrance, but it is not certain whether any of the offending vehicles belonged to staff.



Photograph 17 – Existing term-time parking on High Park Street

There is a single *emergency vehicular* access into the school site from Pengwern Street at present. Access is through a set of double gates which are signed to indicate that the gates should be kept clear because of their use during emergencies, (see photograph 18 below) and once through the school gates, emergency vehicles can access the majority of the school site. Fire Tenders are also able to draw up close to the existing buildings on Pengwern Street and High Park Street if needed.



Photograph 18 – Existing emergency vehicle access – through existing gates

The school receives the majority of its bulk deliveries, (food etc) via an existing gated access on Pengwern Street. These gates also provide access to the school's refuse storage area. Refuse collections and deliveries are made from the kerbside of Pengwern Street at present, with no problems encountered at this access at any time.



Photograph 19 – Existing Servicing gate, (refuse storage area and direct access to school kitchens behind these gates)

The refuse storage area operates efficiently at present, with refuse collection vehicles pulling up on Pengwern Street immediately adjacent to the gates before gaining access to the bins. This access is also used for deliveries made directly to the school kitchen.



Photograph 20 – Existing Refuse Storage area

The Travel Surveys undertaken by students at the school in June 2015 indicate that 27% of the pupils are dropped off at school in the morning by car, and that 31% travel home in the afternoon by car. 31% of the existing student cohort represents 81 students that are currently picked up from school in the afternoon, (and a slightly lower figure dropped off in the morning). The survey also reveals that some of the children that travel to/from school by car, share a lift with another pupil at the school. In the morning, 33% of those that travelled by car shared a lift, and in the afternoon that figure reduced to 11%. The afternoon peak is therefore the time when the school generates most traffic, and when working through the above percentages it is calculated that the school generates 76 vehicle trips associated with the student pick-up in the afternoon peak at present. In the morning peak this reduces to 58 vehicle trips associated with the student drop-off.

When adding in the traffic currently generated by the staff that drive to the school, (21 vehicles) it is therefore estimated that at present, the school generates:

- 79 vehicle trips on the highway network in the AM peak hour
- 97 vehicle trips on the highway network in the PM peak hour

During Observational surveys undertaken at the school on 1st July 2015, inconsiderate parking by parents close to the school gates on High Park Street was observed to be an issue of concern. Illegal parking on the “School Keep Clear” roadmarkings, and on existing double yellow lines, on High Park Street was observed. Some parents parked their vehicles dangerously in close proximity to the junctions with side roads, and some double parked whilst dropping their children at the school. This inconsiderate parking is a safety concern for students crossing High Park Street, and the School Crossing Patrol was observed having to navigate children through parked cars. The junction of Teilo Street / High Park Street was noted to be lacking in any “junction protection” measures, (double yellow lines at the junction) and this undoubtedly contributed to the inconsiderate parking at this junction. Photographs 21 to 26 reveal some of the poor parking behaviour associated with the school drop-off.



Photograph 21 – Inconsiderate parking on High Park Street



Photographs 22 and 23 – Double parking and parking across junctions on High Park Street



Photographs 24 and 25 – Illegal parking on existing kerbside parking restrictions on High Park Street

2.5 Conclusion

St Silas Primary School has a very local catchment with the vast majority of pupils living within 1km of the school site. Most pupils live either to the immediate north of the school. The school travel survey identified that only 31% of pupils currently travel to school by car, and drawing parallels to the nearby St Cleopas School, a maximum of 52% of staff are considered to drive to the school. 65% of pupils currently walk to school, and high numbers of children (6%) currently scoot or cycle to school. Given the very local catchment of the school this is encouraging and is high when compared to other primary schools across the Liverpool area. The existing servicing and emergency vehicle access arrangements are from Pengwern Street and work effectively at present. Although the school has no on-site car parking, the roads immediately adjacent to the school, (High Park Street, Pengwern Street and Admiral Street) are able to accommodate staff parking safely, without causing any delay to the general flow of traffic. The school drop-off and pick-up does not cause any delay to traffic flows in the area, but inconsiderate parking by parents/guardians close the school gates presents a hazard for the schoolchildren crossing roads close to the school, and makes the work of the existing School Crossing Patrol more difficult. The junction of Teilo Street / High Park Street is notably lacking in junction protection measures, which may reduce this dangerous parking.

3.0 DEVELOPMENT PROPOSALS

3.1 *Introduction*

St Silas Church of England Primary School is currently a 1 FE primary school for a maximum of 210 pupils and has a nursery and pre-nursery which brings the total number of pupils at the school up to 260. The school is forecast to benefit from rising and sustained demand for pupil places. It is planned to increase the size of the school to enable the school to admit 1.5 forms of entry (45 pupils per year in Reception) from September 2015. The school will continue to admit 1.5 forms of entry into Reception and gradually increase in size to reach a maximum capacity of 315 pupils in the Reception to Year 6 classes by September 2021. The nursery and pre-nursery numbers will remain as at present, bringing to total number of pupils at the school to 365. The school currently employs 40 staff members and a number of these staff members are employed part-time. To accommodate the increase in student numbers it is anticipated that staff numbers at the school will grow gradually over the next 7 years, reaching a total of 49 staff in September 2021. In order to facilitate the additional pupil numbers, Liverpool City Council has procured a modest building project to improve and expand the existing school facilities.

A School Travel Survey was conducted in June 2015 and produced representative data regarding current student travel habits, (see *Appendix C*) which can be used to make accurate predictions of future staff travel habits. The survey reveals that 65% of pupils walk to school, 6% scoot/cycle and 27% are dropped off by car. The survey had a poor response from staff and did not yield any valuable information which could be used to predict future staff travel habits. However, the nearby St Cleopas School is currently undergoing a similar expansion project, and is also a 1FE (increasing to 1.5FE Primary School). It employs similar numbers of staff and was the subject of a travel survey in March 2015 which had an excellent response rate. From that survey, 52% of staff members who responded said that they currently drive to school and 31% currently walk to school.

The following sections of this report assess and describe how the proposals to expand the school will impact upon the users of the different modes of transport in the vicinity of the school, with a particular focus on the staff and students at the school. It also describes what, if any, potential measures could be implemented to mitigate any negative impacts.

3.2 *Proposals Relating to Pedestrians*

If no modal shift occurs across the student cohort over the next 7 years, the number of students walking to the school is predicted to increase from 169 students to 238 students, (an increase of 69 students). Staff walking to the school will increase from 12 to 15, (an increase of 3 staff). The existing pedestrian entrances into the school are both located on High Park Street and are very well managed at present, with the main student gate being open from 08:30 to 08:45, and 15:15 to 15:30. Outside of these times, all students, staff and visitors have to access the school via the main entrance, which requires them to contact the main reception office. It is not proposed to amend or alter these existing pedestrian access arrangements into the school grounds. As has been described in section 2 of this report, the footways in close proximity to the school are all very wide and in good order, providing a good walking

environment. At junctions they benefit from a lowering of the kerb to allow pedestrians an easier passage across the carriageways of side roads, but they do not generally benefit from tactile paving. From a study of recent road traffic accidents in the vicinity of the school, (see section 4 of this report) there does not appear to be any underlying safety issues to address and it is therefore proposed not to alter the existing footways in any way. The area in the vicinity of the school is the subject of an ongoing regeneration initiative which may look to improve or amend the footways in the future.

3.3 Proposals Relating to Cyclists

There are 8 existing cycle parking spaces at the school, which are undercover and are kept in a secure area of the school. These spaces are securely located, whilst also being as convenient as possible for cyclists entering or leaving the school grounds via the main school entrance. They are in reasonable condition and it is proposed to retain these existing spaces.

The travel survey undertaken at the school reveals that 6% of students currently ride either a bicycle or a scooter to school. It is also known that 2 staff members, (5%) currently ride a bicycle to school every day, (this was revealed during observational surveys at the school and during a meeting with the school caretaker). The school is equipped with a good quality shower facility for staff to use, and it is known that at least one staff member that cycles to work uses the shower facility on a regular basis. Staff have provision to store equipment and a change of clothing securely.

The Supplementary Planning Document “Ensuring a Choice of Travel” sets minimum standards for the provision of cycle parking at schools, and to comply with the SPD the school would need to have 1 cycle parking space for every 5 members of staff, and one for every 10 students of primary school age. With 49 staff and 315 students of primary school age once the school is fully expanded, the minimum requirement is therefore for 42 cycle/scooter parking spaces to be provided. However, if the current level of cycling is maintained at the school, (6% of students and 5% of staff) then the actual demand would be for 22 cycle parking spaces. It is proposed therefore to increase cycle/scooter parking at the school to 28 spaces. Although this would not meet the minimum standard set in the SPD, it will provide 1 space for every 15 staff and students at the school, and will ensure that adequate provision is made to provide for current levels of cycling at the expanded school, with some growth also accommodated to bring the percentage of students cycling to school to 8%.

Children of primary school age often begin their cycling experience on a “scooter” at an early age, and it is considered important to accommodate, (and even to promote) the use of scooters as a means of travelling to school amongst the students. It is known that 4% of the students at St Silas currently ride a scooter to the school, but there is no specific scooter parking provision made at the school. It is therefore proposed to retain the existing 8 cycle parking spaces in their current location, and to provide an additional 8 spaces for the parking of bicycles and 12 spaces for the specific parking of scooters. The new cycle and scooter parking will be “child friendly” and will be provided in the same general area as the existing cycle parking, close to the main school gate and reception, near to the staff/visitor entrance into the school building. The new provision will be secure, (it will be behind the school secure line, close to the main reception, and provided with a means of locking cycles and scooters in

place). Examples of the cycle and scooter parking proposed at the school are identified in Figures 3-1 and 3-2 below.



Figures 3-1 and 3-2 – Proposed Cycle and Scooter Parking

The cycling infrastructure in the vicinity of the school site is very good with National Cycle Route 56 passing directly by the school grounds, on Admiral Street. It is considered that no further cycle infrastructure improvements are necessary as a consequence of this modest expansion project.

3.4 Proposals Relating to Bus and Rail Passengers

Given the very local catchment of the school, there are no pupils that currently travel to school by train and little to no potential for this to increase in the future. Brunswick Train Station is located within 1.2km of the school site, but this is beyond the home addresses of most pupils. It is not thought that any staff members currently travel to work by train.

The School Travel Survey indicated that only 1 pupil currently travels to school by bus and there is limited potential for this to increase given the school's very local catchment. The local bus infrastructure is good, (although the nearest bus stops are located approximately 475m from the school) and therefore no changes are recommended to the existing bus infrastructure.

For older pupils in Year 5 and Year 6, the School Travel Plan recommends introducing them to catching commercial bus services on organised outings to prepare them for travelling to secondary school independently. Most pupils that attend St Silas Church of England Primary School are likely to move to either St Hilda's High School for girls or St Margaret's Church of England Academy for boys, both of which may require travel by public or dedicated school bus services.

3.5 Access by Private Vehicle

As described in section 2.4.5 previously, the school currently generates 79 vehicle trips on the highway network in the AM peak hour and 97 vehicle trips on the highway network in the PM peak hour. If no modal shift or change in travel patterns at the school occurs over the next 7

years, (i.e. in September 2021 when the final increase in students' takes effect) it is anticipated that this will increase to:

- 109 vehicle trips on the highway network in the AM peak hour, (an increase of 30 vehicles on existing).
- 132 vehicle trips on the highway network in the PM peak hour, (an increase of 35 vehicles on existing).

Of these trips, it is anticipated that up to 26 will be associated with staff members driving to and from the school, and the remainder will be associated with the students being dropped-off and picked-up.

The existing highway network can adequately cope this this small increase in traffic flows without any impact upon the capacity of the highway junctions. Furthermore, the kerbside space currently available for vehicle parking on High Park Street and Admiral Street is adequate to safely accommodate the additional staff car parking which is anticipated. Should this prove not to be the case in the future, staff can be directed to park on Pengwern Street, which is significantly underused for the parking of vehicles at present, and where vehicles could be parked without adversely affecting amenity for the existing residents.

For road safety reasons it is considered appropriate to introduce additional parking, waiting and loading restrictions at the junction of Teilo Street / High Park Street, and to implement a new Traffic Regulation Order to ensure these restrictions are enforceable. It is considered that "junction protection" measures should be introduced at this junction to help prevent dangerous parking by parents during the school drop-off and pick-up. This parking currently inhibits the operation of the existing School Crossing Patrol, and causes children to cross between parked cars with little or no opportunity for passing vehicles to see them, nor for them to see the vehicles, (see photograph 26 below). With the increase in students and staff numbers at the school, it is considered that these junction protection measures will become increasingly important over the next seven years, and should be implemented within one year of the school's first year of increased intake.



Photographs 26 – Teilo Street / High Park Street Junction

3.6 Servicing and Emergency Access

All servicing and emergency access to the site will continue to be provided from Pengwern Street.

The conversion of the existing temporary mobile classroom into a permanent structure will not affect emergency access. Figure 3-1 below shows the swept path of a Fire Tender accessing the school grounds via Pengwern Street, through the existing emergency access gates.

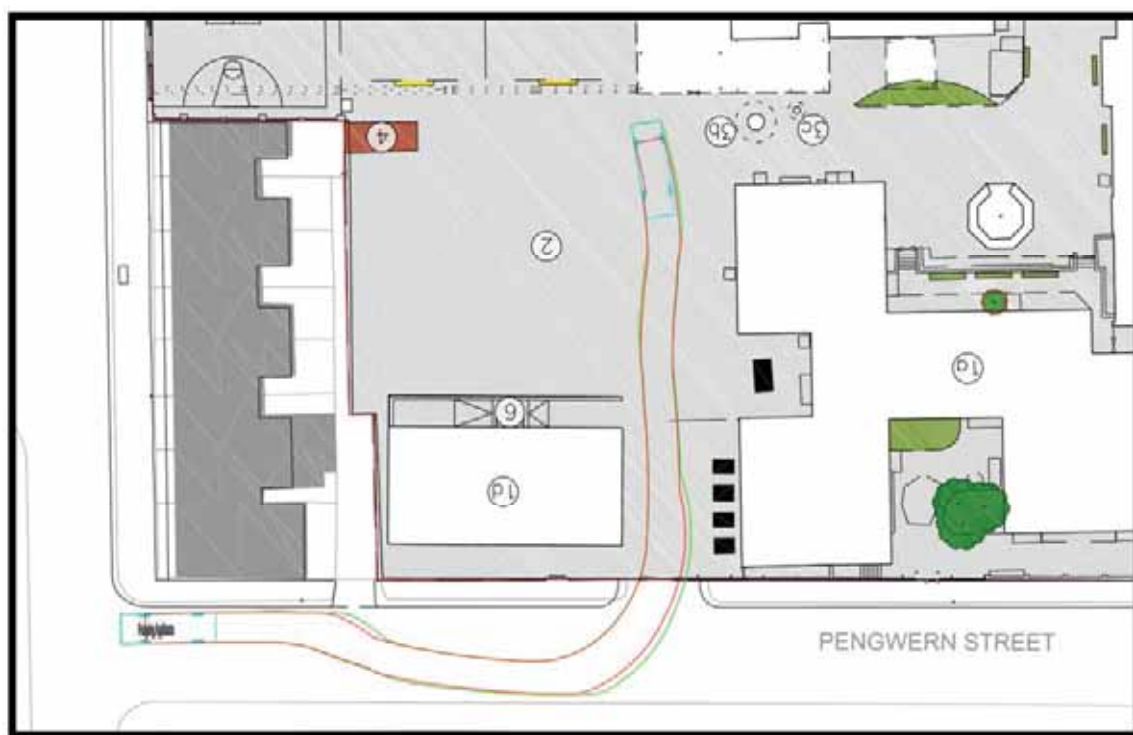


Figure 3-1: Swept Path of a Fire Tender Accessing the School Grounds.

Refuse vehicles currently park at the kerbside on Pengwern Street, at the gated access to the refuse store, as previously identified in section 2.4.5 of this report. The refuse storage area will remain in its current location and will be serviced in the same way as at present – from Pengwern Street. The proposed school extension reduces the area of the refuse store slightly, and brings the building closer to the storage area but this does not affect the operation of the refuse store and meets with the requirements of Liverpool City Council’s Building Control Officer. Kitchen deliveries will continue to be made via this same access, through the same existing gates.

3.7 Minimum Accessibility Standard Assessment (MASA)

Liverpool City Council currently requires all planning applications for new developments to be supported by a *Minimum Accessibility Standard Assessment*, (MASA) in line with their Supplementary Planning Document – “Ensuring a Choice of Travel”. The MASA is a tool which

allows developers to assess the accessibility of their development proposal, and to identify appropriate accessibility improvements necessary to ensure full compliance with current requirements.

The MASA results in the development achieving a “score” in terms of a rating against four modes of transport, (walking, cycling, public transport and private vehicle). This score is set against a minimum required score in each of the four modes of transport. The minimum required score is based on the development type, (planning definition) and is contained within the SPD. For the St Silas Primary School proposals the score has been calculated using the following criteria:

- Development Type – D1 – Non-residential institutions
- Location – Other Urban

The full detailed MASA is issued as a separate, stand-alone document, (reference 70013/R/004) and this contains a detailed critical analysis of the scores in each of the transport modes. Table 3 on the next page summarises the MASA scores achieved for the school, compared to the minimum required for a development of this nature.

Transport Mode	Minimum Required Score	Actual Score
Walking	4	3
Cycling	5	5
Public Transport	6	3
Private Vehicle	1	2

Table 3-1: Summary of MASA Scores

The score does not meet the minimum required in the “walking” and “public transport” categories. The primary reason for the low scores in the walking category is that the footways in the vicinity of the existing school are not equipped with tactile paving at pedestrian crossing points at junctions. To install such paving as part of this project would be cost prohibitive given the modest nature of the school expansion, and the area is the subject of on-going regeneration initiatives which may look to install such paving in the near future. The nearest bus stops are located 475m from the school and this is the reason for the low score in the public transport category. The nature and location of the existing school site dictates that it is better to invest in the cycle/scooter parking infrastructure on site, and to address safety issues on the existing highway network directly outside the school gate; both of which are being addressed as part of the development proposals.

4.0 ROAD TRAFFIC COLLISION ANALYSIS

4.1 *Introduction and Scope of the Study Area*

A Transport Assessment requires that the road traffic accident history for the site is analysed to ensure that the scheme proposals address any existing safety issues that may have an impact on users of the new development. The study should identify any obvious existing locations where a high incidence of road traffic accidents is occurring, and will also identify any particular concerns in respect of the more vulnerable road users, (pedestrians, cyclists and motorcyclists). It is standard practice to review the available *injury accident data* for the most recent five year period up to present time.

At an initial scoping meeting with Liverpool City Council Highways Officers it was agreed that the review of the available *injury accident data* should include the four roads surrounding the school, (High Park Street, Gwydir Street, Pengwern Street and Admiral Street) and their respective junctions. The plan in *Appendix E* shows the extent of the study area. This study area allows for a comprehensive identification and assessment of any existing road safety issues on the main approaches to the school.

The only pedestrian entrances into the school grounds are located on High Park Street. The junction of Admiral Street / High Park Street was observed during site inspections to be the point within the study area where the most conflicting vehicle movements occur, (i.e. the two heaviest traffic flows were along High Park Street and Admiral Street). This junction also caters for pedestrian movements across all arms of the junction, via pedestrian refuge islands, (see photograph 27 below). The time period covered by the accident study begins at the start of January 2010 and runs through to the end of December 2014 and is the most current data available from Liverpool City Council. This information has been provided by Liverpool City Council's Road Safety Team and is included in *Appendix E*.

4.2 *Road Traffic Accidents on the Local Highway Network*

The data provided for the study area reveals that there were 5 road traffic accidents, involving a total of 8 motor vehicles, resulting in injuries to 5 individuals, over the period analysed. Of these accidents:

- None involved pedal cyclists or motorcyclists;
- 2 of the 5 (40%) involved pedestrians
- 3 of the 5 accidents (60%) were "vehicle on vehicle" accidents,
- 2 of the 5 accidents occurred on wet road surfaces, during rainfall;
- Only 1 of the 5 accidents occurred during the hours of darkness, (with street lighting lit); and
- The average number of injury casualties per accident was 1.00.

4.3 Severity and Location

Four of the five accidents occurring over the study period resulted in *slight* injuries to one individual. One of the five accidents resulted in *serious* injuries to one individual. A total of 5 individuals were injured as a result of the accidents, one of these individuals was a 13 year old travelling as a passenger in a car, and the remaining injured individuals were all aged over 18. Table 4.1 below identifies the accidents by the year in which the accident occurred and also shows the number of individuals injured. All injuries were *slight* unless otherwise shown.

Table 4.1 – Accidents, and numbers of individuals injured, identified by Year.

	2010	2011	2012	2013	2014
Number of Accidents	1	0	1	0	3
Number of Injured Persons	1	0	1	0	3, (1 <i>serious</i> injury)

The table above indicates a peak in the numbers of accidents occurring in 2014, although the number of accidents overall is so small that it is difficult to say whether this is a statistical peak, or entirely random.

On closer inspection of the location of the accidents, all of them occurred on Admiral Street, with 3 of the 5 occurring at the junction of Admiral Street / High Park Street, 1 of them occurring at the junction of Admiral Street / Pengwern Street, and one occurring at the junction of Mountview Close / Admiral Street, (just inside Mountview Close).

The accident occurring on Admiral Street at the junction of Pengwern Street involved a pedestrian, and resulted in slight injuries to the pedestrian. It occurred during the morning peak hour for commuting traffic. If excess speed were a factor it is likely that the injuries sustained would have been more significant than *slight*. Closer inspection of the location does not reveal any underlying issue relating to the geometric layout of the highway, nor any visibility issues. The accident is likely to have been caused by poor road skills, either by the driver of the vehicle, or the pedestrian.

The accident occurring at the junction of Mountview Close / Admiral Street seems to have been entirely related to poor driver behaviour – the driver appears to have mounted the footway at low speed and struck a stationary pedestrian.

All 3 of the accidents at the junction of Admiral Street / High Park Street were a result of vehicles either failing to give way at the junction, or entering the junction having misjudged the speed of an approaching vehicle on the main traffic flow along Admiral Street, and colliding with that vehicle. The junction does not have any problems with forward visibility on any of the approaches, but it is possible that excess speed in the traffic travelling along Admiral Street could have been a factor in any or all of these accidents. The only accident to result in

serious injury to an individual occurred at this junction, and was the result of a taxi colliding with a vehicle crossing Admiral Street, (driving north-easterly along High Park Street). Excess speed is likely to have been a factor in the fact that the casualty suffered *serious* injuries.

This junction is equipped with pedestrian refuge islands on all four arms, (see photograph 27) and it is notable that none of the accidents at this junction involved pedestrians. The junction itself is considered to be well designed with no underlying safety issue to address. “School Ahead” warning signs are in place on both Admiral Street approaches to the junction.



Photograph 27– Admiral Street / High Park Street junction showing pedestrian refuge islands.

It is noteworthy that no accidents occurred on High Park Street in the vicinity of the pedestrian entrances into the school.

4.4 Time of Day / Road Conditions

All of the accidents occurred mid-week, with no accidents occurring at the weekend. Two of the accidents occurred in the morning general commuting peak hour, although these both occurred before 08:30am so are both just outside of the main “drop-off” associated with St Silas school. Two other accidents occurred in what might be considered the “general school afternoon peak hour”, (one occurred at 15:50, the other at 16:10). It’s possible that one or more of the vehicles involved in these accidents is associated with the school pick-up at St Silas, but none of the injured parties were children and they both occurred outside of the main pick-up period, which would end at 15:30.

None of the accidents appear to be related to poor road conditions, or particularly bad weather at the time of the accident occurring. Two accidents occurred during rainfall, on wet road conditions, but neither involved any of the vehicles skidding, nor any loss of control.

4.5 Vulnerable Road Users

2 of the 5 accidents (40%) involved vulnerable road users – this is a relatively high percentage, but there were no accidents involving cyclists, and none of the vulnerable road users injured in the accidents were children.

The two pedestrians involved in the accidents were both adults. One of them appears to have been stood on the footway at the time of the accident, and poor driver behaviour appears to be the only contributory factor in this accident. The second pedestrian was injured whilst crossing Admiral Street and this accident appears to be related either to poor driver behaviour, or poor road awareness on behalf of the pedestrian, (i.e. stepping out without checking for traffic). There does not appear to be any underlying road safety issue within the study area that might have caused the injuries to vulnerable road users described above.

4.6 Summary

Of the 5 accidents occurring within the study area over the period of the analysis, 2 of them involved vulnerable road users, and 1 of them resulted in serious injury to 1 individual. The junction of High Park Street / Admiral Street was the location of 3 of the 5 accidents. It is possible that excessive vehicle speeds on Admiral Street may have been a contributory factor in one or more of these accidents, but the main factor seems to be poor driver behaviour.

The Travel Survey Results from St Silas School indicate a very high percentage of students either walk or cycle to school. This is indicative that walking and cycling are preferred modes of transport generally, within the school catchment area, for all age groups. The roads immediately surrounding the school have good existing infrastructure for pedestrians at present, and the junction of High Park Street / Admiral Street is well equipped with pedestrian refuge islands. There are no recorded accidents in the vicinity of the school gates, nor any that are obviously associated with the school pick-up / drop-off.

5.0 SUMMARY AND MITIGATION MEASURES

5.1 *Summary*

This Transport Statement has been prepared to support the Planning Application being made for the expansion of St Silas Church of England Primary School in the Toxteth area of Liverpool. Its primary purpose is to review the transport related impacts of increasing the pupil numbers at the school from 260 students at present to 365 students by 2022, (including nursery and pre-nursery pupils) and assess any required mitigation measures as a result.

The existing highway immediately adjacent to the current pedestrian entrance, (High Park Street) experiences some short term parental drop-off / pick-up during the morning and afternoon school peak hour periods. Although this does not cause congestion, inconsiderate parking close to the school gates causes a safety concern for children crossing High Park Street. A School Crossing Patrol currently operates on High Park Street and is very effective, but is hampered by the inconsiderate parking of parents. The roads around the school are the subject of a 20mph speed restriction, but to further improve safety it is proposed to introduce additional “junction protection measures” at the junction of High Park Street / Teilo Street. These double yellow lines will assist the School Crossing Patrol in ensuring the safety of children crossing the road outside the school. A study of road accidents on the highway network in the vicinity of the school in the last 5 years does not reveal any other existing highway safety issues which need to be addressed.

At present, circa 28% of students are taken to/picked up from school by car. A very high percentage of pupils attending the school walk, cycle or scoot to and from the school each day, (71%). This is very encouraging, and it is recommended that measures be put in place to continue to promote sustainable modes of transport, and to support those pupils and parents utilising them. Although bicycle parking is provided at the school at present, no formal “scooter” parking is provided, although many pupils scoot to school each day.

The school does not accommodate any on-site car parking and it is not proposed to change this arrangement. Staff that drive to school each day currently park on either High Park Street or Admiral Street and this does not adversely affect traffic flows or residential amenity. Staff numbers are predicted to increase from 40 to 49 over the coming 7 years, and this modest increase will generate circa 5 additional cars to park on the existing highway. It is considered that this increase can be safely and easily accommodated on the existing highway without the need for any accommodation works.

Emergency vehicle and servicing vehicle arrangements will be retained as at present, with servicing taking place from the kerbside on Pengwern Street and emergency access provided through existing gates, also on Pengwern Street.

Gradually increasing student and staff numbers at the school will result in increased vehicle trips to and from the school during the peak hours, with a worst case scenario of 35 additional peak hour vehicle trips estimated by 2022. Observational surveys during school start and

finish times reveal there is significant spare capacity on the highways in the vicinity of St Silas School. 35 additional vehicle trips is not considered significant enough to warrant specific mitigation. The School Travel Plan has been written with a specific focus on implementing measures to promote more sustainable transport modes, and to reduce the percentage of students dropped off at school by car. If the Travel Plan is implemented effectively, it is considered that an increase in the numbers of students walking to and from the school can be achieved, alongside an associated reduction in the number of vehicle trips generated by the school.

To help promote the measures contained within the Travel Plan, and to mitigate any potential increase in vehicle trips associated with the development, a series of mitigation measures are recommended.

5.2 Mitigation Measures

The following mitigation measures are proposed:

- To ensure the safety of children accessing the school on High Park Street, introduce parking restrictions at the junction of Teilo Street / High Park Street to eliminate inconsiderate parking at pedestrian crossing desire lines. These measures to be provided in the form of a Traffic Regulation Order and associated road markings;
- Retain the School Crossing Patrol on High Park Street to ensure the safety of children accessing and egressing the school;
- School Senior Management Team to monitor staff car parking on High Park Street and if it starts to adversely affect pedestrian or traffic movements, staff should be encouraged to park on Pengwern Street.
- Install new formal “scooter parking” facilities for up to 12 scooters close to the existing cycle parking area, accessed via the main school entrance on High Park Street;
- Install 8 additional “junior” bicycle stands close to the proposed scooter parking, (in addition to the existing 8 bicycle stands currently provided);
- Continue to run Cycle proficiency training / Scooter proficiency training programmes for children at the school; and
- Continue to run Road Safety Awareness Training in conjunction with Liverpool City Council.